

## THE FILIPINO FOLK.

ELIZA ARCHARD CONNER WRITES OF THE NATIVES OF THE ISLANDS.

The Language, Customs and Characteristics of the People of the Philippines—Peculiar Evangelistic Methods of Sulu Mohammedans.

(Special Correspondence.)  
MANILA, June 23.—The inhabitants of these islands, except a few aborigines, are all of the Malay race, subject to visible admixtures with the Spaniard in the northern portion and in the southern a race of Mohammedans who came to Mindanao before Magellan and "converted" the natives to their particular variety of religion. They used as effective

weapons as the Spaniards, these sons of the prophet, for they drove their theology down the throats of the heathen with sword and cannon. Mr. W. C. Kaelin, an American merchant today an old-time brass cannon—so old indeed that the Spaniard found it on Mindanao when they came first. It is apparently of old Moorish workmanship and must date almost as far back as when cannon were first made—almost as long ago, in fact, as when people began to make the mother-in-law and stovepipe jokes. This cannon is of uncommonly fine workmanship.

The Malay peoples speak as many as 30 different dialects, but they are to be divided into three leading groups—Tagalogs, Visayas and Sulus. The Tagalogs are the particular variety with whom we are having the little discussion at present, an understated race, inferior in everything except capacity for small sized devilry. The Visayas belong to the middle group of the Philippines, and are larger than the Tagalogs. Those who know them say they possess the capacity for steady work, which, if true, puts them far ahead of the Tagalogs.

Next there are the Sulus—that is, Mohammedans who inhabit the southern part of the islands—the Sulu archipelago. They retain the religion that was fired into them by the brass cannon 400 years ago, and are followers of the prophet who scorn the white man's theology. Not even Spanish priests have ever been able to bend their necks, and they are not fond of the company of white men. In government they run a side show of their own, and have a Sultan who was not much more than nominally tributary to Spain. It will be the pleasant task of Uncle Sam to send a couple of his regiments down there with a few rapid fire guns, just to let them know things that are not as they used to be. The soldier boys would like no better fun than to go and open up the fabulously rich Sulu archipelago.

Finally, the queerest little people outside of monkey folk are certainly to be found here. They are aborigines of the islands, those who inhabited them before the Malay variety which in turn gives place to the white man, who conquered the small creatures. They are the Negritos, often called Aetas. A full grown young Negro woman whom I know is about the size of a well grown

group of Negritos. American child of 12 years. Their eyes are fierce and wild looking, their features are flat, and their heads covered with the heaviest and most matted wool any creature's head could support. Mentally I judge that the utmost culture that could be bestowed on them would enable them to count 50. A family of them would be a great attraction to an American.

ELIZA ARCHARD CONNER.

**LATE SUMMER STYLES.**  
Feminine Fashions Appropriate to the Season.  
(Special Correspondence.)  
NEWPORT, Aug. 14.—It is not necessary to ask "Whether are we drifting?" when we look at the latest importations of lovely gowns. Indeed we began to have straws before, and they show how the wind blows. I prophesy from signs visible that before winter is over we will have first empire styles to an extent now undreamed of. Our

women may have some enough to refuse the low necked gowns, but already they manage to achieve the appearance of them. More gowns than I can count recently have had the effect of being cut very low off the shoulders. The vacant space is covered with lace in form of a fitted girdle, with long, tight sleeves. Sometimes there are straps of the dress material over the shoulders in form of sleeves, but more often there is no apology for a sleeve whatever. Then again there will be a tight sleeve of the dress material reaching to the elbow. But the principle seems to be to simulate the old style short, low waist with the narrow skirt and scarf or mantlette.

Dressmakers are astonishingly about trying this and that variation or combination, but always coming nearer the style of those made historic by the Empress Josephine.

These two costumes, for the whole outfit was to be made to go together, were sent for two sisters well known in New York high society, but curiously enough they do not like to have their names in print. One of these dresses had the underskirt made of violet silk muslin, closely shirred for several inches around and just below the knees. The skirt ended in a flounce as full as it could possibly be gathered and so long that it laid out on the floor all around. It was lined with silk. There was an overskirt made of black dotted lace, with a border of rich tan colored applique lace along the edge. It was draped somewhat in shawl shape. The waist was of all over lace, lined with the silk and draped around like a very short empire bodice, with the black lace. The sleeves were long, reaching down over the wrist like the old time mitts.

The hat is a marvel in its way. It is high of brim and also of crown. On the front is a whole bunch of pink roses, a black velvet bow and short, but rich tuft of black plumes. On the outside is an enormous bunch of white

## TRAINING JACK TARS.

THE NEW HOME FOR NAVAL APPRENTICES AT NEWPORT.

Navy Department's Plan for Manning American Warships With Able and Efficient Seamen—School Where Boys Learn to Be Sailors.

(Special Correspondence.)  
WASHINGTON, Aug. 14.—What the navy does or will do and what is done or will be done for the navy continue to be prime topics of public interest and comment at the national capital. Since that May day in Manila bay and the 3d of July off Santiago, Washington, in common with all the country, is of the opinion that "there's nothing too good for the navy." And there isn't. Nor is this feeling confined to the great naval captains. The humble but rollicking and jolly Jack Tar comes in for a generous share of admiration, and there is a genuine interest in his well being.

Provision is very wisely being made for the future in the matter of manning the warships with well drilled and efficient seamen. A notable step in this direction is the construction of the new home at Coaster's island, in Newport harbor, for naval apprentices, the contract for which has just been let by the navy department. The building, which will be completed within the next few months, represents the latest style of special structure and is designed to accommodate 1,000 boys, gathered for preliminary instruction before going on their first deep sea cruise aboard training ships, whence they will be graduated as full fledged Jack Tars, ready for duty on American warships.

With the great growth in the navy during the last year or two the problem of securing ordinary seamen of the right sort has been a pressing one, and the naval authorities have redoubled their efforts to put into training large numbers of boys for sea careers, securing them at an age when they most easily learn and are most readily inclined to adopt a naval life. This plan is preferred by the department, except where there is urgent and immediate need for men, to enlisting full grown men from the merchant marine service, where the pay is as good, sometimes better, or to gathering ablebodied recruits from among landsmen. Many of the latter, however, were termed "inland sailors," made very good seamen during the war with Spain.

The training service, though doubled afloat during the present year, is inadequate because of the number of ships available to educate all the boys required in the next two or three years. The expedient, therefore, has been adopted of establishing institutions ashore for much of the theoretical training and for inculcating the first essentials of discipline, the purpose being to relieve the crowded cruising schoolships. One of these rendezvous has been built on Yerba Buena island, in San Francisco harbor, and work is now to be commenced on the other one, at Newport.

The building on Coaster's island is to be placed on a hillside, sloping down to the landing place, the hill in the rear overtopping the roof and not only sheltering the structure from the bleak New England winter winds, but affording a foundation for water supply capable of filling all the fire mains. The main front will be 372 feet long and about 30 feet high, and the width of the building will be 150 feet.

A fine drill hall, open to the roof, where it will be lighted, will occupy the center of the structure on the ground floor, its galleries giving access to the two upper stories, of which one is to be devoted to offices, schoolrooms, library and reading rooms, while the third floor will provide ample accommodation to swing 1,000 hammocks in eight dormitories. The drill hall will be 300 by 60 feet, and adjoining will be a shooting gallery 160 feet in length.

In navy circles, as well as elsewhere, which much attracts public attention just now is the home coming of Admiral Dewey. It is expected that the admiral will repair to Washington as soon as the great demonstration in New York is over, and the reception here, though less spectacular than that in New York, will be quite as significant and gratifying to its recipient.

The admiral will be entertained by the president, and, though the arrangements so far are but tentative, it is likely to be the swellest function that has ever occurred at the White House. Other receptions, public and private, will follow.

There is scarcely any doubt that Admiral Dewey will make Washington his permanent home, as this city would be more congenial to him than any other. There is here quite a bunch of old sea dogs, who are mainly cronies of the admiral and with whom he would doubtless find pleasant companionship than he would find elsewhere. Among the compatriots of Dewey who make their homes in Howell, Schley, Higginson, Rodgers and Day on the active list, and a score or so on the retired list.

SAMUEL HUBBARD.

**The Boston Boy's Grief.**  
Mother—Why do you weep so, Emerson?  
Little Emerson—Because Waldo Smith informs me that he is to take up the study of Egyptian hieroglyphics next week, and papa refuses to let me begin until I am 5 years old.—San Francisco Examiner.

**Climax of Culture.**  
"What is a cosmopolitan?"  
"It's a man who can go all around the world without buying a souvenir."—Chicago Record.

**Does Coffee Agree With You?**  
If not, drink Grain-O—made from pure grain. Lady writes: "The first time I made Grain-O I did not like it but after using it for one week nothing would induce me to go back to coffee." It nourishes and feeds the system. The children can drink it freely with great benefit. It is a strengthening substance of pure grains. Get a package today from your grocer, follow the directions in making it and you will have a delicious and beautiful flavoring for old and young; for tea and coffee.

**Take No Chances.**  
"Now," said the enterprising interviewer, "please read this over and hold up your right hand."  
"But," said the public man, "this is merely an interview."

"That's all it is now. But I thought it would be a good thing to be appointed a notary public. We've had too many denials, and this article's going to be an affidavit before it gets into the paper."—Washington Star.

## STRENGTH OF GIBALTAR.

Its Overwhelming Effect Upon an American Tourist.

"There is no doubt that Gibraltar is, from the nature of its location, the strongest fortified spot on earth," said a recently returned tourist, "but the English officers who are on duty there seem impressed with the idea that there is some weak spot about the place and that some American may discover it. They have very unsensational rules and regulations governing the fortification, and one of them is that no American can be admitted to the fortified places, though they are allowed to wander all around the outside as long as they care to."

"I do not think the combined guns of the rest of the world, all working together and for 12 hours each day, Sundays and public holidays included, for one year, could seriously interfere with Gibraltar beyond cutting off the mail communication. The walls are solid rock a quarter of a mile thick, and such a thing as doing any damage in a military sense would be simply nonsense. Gibraltar would resist any attack, and the conditions there are such that the attacking party would necessarily have to be exposed in making its attack. This exposure would have to be within range of the guns of the fort, even if they are 50 years out of date. Consequently they would be nearly as effective as modern guns, for with all that is claimed for modern warfare there probably never will be any fighting when the opposing parties are out of sight of each other."

"While all this is admitted by military men of all countries, it seems funny that there should be anything of a secret or hidden character about Gibraltar that Americans should not be allowed to inspect as freely as the people of other countries. England may be withholding some time in the history of the world, but the defect will not take place at Gibraltar, I assure you."—Washington Star.

**SCENERY FOR A NEW PLAY.**  
An Interesting Prospect.  
The preparation for a new play, as far as the scenery is concerned, is most interesting. A complete model in miniature is made, about the size of one of the German toy theaters seen in the shops. The picture is carefully painted; the rocks, if there be any, and the foliage are cut out, and all the details are followed with no less thought than when the real affair is attacked. The work is done in water color, mounted on pasteboard, and if the scheme be an interior there are real curtains in miniature, flights of steps, and the hangings, all seriously worked out. It is something that would delight the heart of a boy and furnish him with endless amusement. These models are kept until after the piece is produced, and are then put away on shelves, also! only to warp and become covered with dust.

But the master painter's work does not end here by any means, for there are lights to be arranged, since they play an important part in the performance and must be regulated by the scheme of color; so there are long conferences with electricians and many discussions with the makers of glass shades whereby the exact tints may be obtained.

When every detail has been settled, then the great areas of canvas are spread on the paint frames, and the drawing is begun. Large china pots are used for the colors. These are filled with paints, which are mixed with water and a size, and enormous brushes put the pigment on the canvas. It is wonderful to watch the artist, who dashes on the paint with no apparent care and who is to work fast to cover the surface before the color dries, which it does quickly.—New York Commercial Advertiser.

**Sleep.**  
Some doctors believe that a man has just as many hours to be awake, and that the more of them he uses up in a day the shorter his life will be. A man might live to be 200 if he could sleep most of the time. The proper way to economize time, therefore, is to sleep when there is nothing better to do.—

**SCHOOL FOR NAVAL APPRENTICES ON COASTER'S ISLAND, NEWPORT HARBOR.**

**When You Ride Your Wheel.**  
Always shake into your shoes Allen's Foot-Powder for the feet. It keeps your feet cool, prevents work foot, and makes your endurance ten-fold greater. Over one million wheel people are using Allen's Foot-Powder. They all praise it. It gives rest and comfort to smarting, hot, swollen, aching feet. It is a certain cure for itching, burning, and shoe stores, 25c. Sample FREE by mail. Address, Allen S. Olmsted, Liberty, N.Y.

**Paper and String.**  
Franklin's time honored and cumulative rule, "The want of the nail the shoe was lost, for want of the shoe the man was lost," should have the addendum of twine and paper lags put to it to make it complete.

**A Post Nuptial Ode.**  
We used to talk together in the twilight, He whispering tender words so sweet and low, As down the green lanes when the dew was falling, And through the woodlands where the birds were calling.

**What a brute!** That is what is said of the man who abuses his horse, but the man who abuses his body finds help and encouragement on every side. His mother makes him some of that good old-fashioned, mince pie, his daughter gives him a hot bath, his wife gives him a good scolding.

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## RAILROAD TIME TABLES.

Daily; all others daily except Sunday. Central Standard Time.

**CLEVELAND, AKRON & COLUMBUS.**  
Union Depot, Market St.  
Going North.  
No. 27 Columbus express 4:05 am  
No. 28 To Akron only 4:35 am  
No. 34 Columbus fast mail 4:15 pm  
Going South.  
No. 34 Col.-Cin. fast mail 4:55 am  
No. 28 To Columbus only 4:25 pm  
No. 27 Col.-Cin. express (H) 5:07 pm

**ERIE RAILROAD CO.**  
Erie Depot, Mill st.  
Time Card: Dec. 11, 1898.  
Going West.  
No. 14 Express 7:05 pm  
No. 15 Limited vestibule 7:20 pm  
No. 16 To Akron only 7:35 pm  
No. 17 Huntington special (47) 7:50 pm  
No. 18 Pacific express 8:05 pm  
No. 19 Accommodation 8:20 pm  
Going East.  
No. 20 Limited vestibule 1:20 pm  
No. 21 Express 1:35 pm  
No. 22 To Akron only 1:50 pm  
No. 23 Huntington special (47) 2:05 pm  
No. 24 Pacific express 2:20 pm  
No. 25 Accommodation 2:35 pm  
(47) Except Monday and days after both days.

**C. T. & V. R. R.**  
Cleveland, Ohio.  
Time Card: Nov. 11, 1898.  
Going North.  
No. 14 Express 7:05 pm  
No. 15 Limited vestibule 7:20 pm  
No. 16 To Akron only 7:35 pm  
No. 17 Huntington special (47) 7:50 pm  
No. 18 Pacific express 8:05 pm  
No. 19 Accommodation 8:20 pm  
Going South.  
No. 20 Limited vestibule 1:20 pm  
No. 21 Express 1:35 pm  
No. 22 To Akron only 1:50 pm  
No. 23 Huntington special (47) 2:05 pm  
No. 24 Pacific express 2:20 pm  
No. 25 Accommodation 2:35 pm  
(47) Except Monday and days after both days.

**WHEELING & LAKE ERIE R.V.**  
Myron T. Herrick, Railroad Manager, Cleveland, Ohio.  
Time Card: Nov. 11, 1898.  
No. 14 Express 7:05 pm  
No. 15 Limited vestibule 7:20 pm  
No. 16 To Akron only 7:35 pm  
No. 17 Huntington special (47) 7:50 pm  
No. 18 Pacific express 8:05 pm  
No. 19 Accommodation 8:20 pm  
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No. 22 To Akron only 1:50 pm  
No. 23 Huntington special (47) 2:05 pm  
No. 24 Pacific express 2:20 pm  
No. 25 Accommodation 2:35 pm  
(47) Except Monday and days after both days.

**THE NORTHERN OHIO RAILROAD.**  
Time Card: Dec. 11, 1898.  
Depot North Main Street.  
Depart—No. 11 7:50 am  
No. 12 8:00 am  
Arrive—No. 11 12:15 pm  
No. 12 12:30 pm

**PITTSBURG & WESTERN R. R.**  
Union Depot, Market Street.  
Leave for the East.  
No. 44 Vestibule limited 1:25 am  
No. 45 Pittsburgh express 1:40 am  
No. 46 Pittsburgh express 1:50 am  
No. 47 Pittsburgh express from C. T. & V. R. R. Howard st. station 4:20 pm  
Arrive from the East.  
No. 48 Western mail 11:30 am  
No. 49 Chicago express 11:40 am  
No. 50 Vestibule limited 11:50 am  
No. 51 Cleveland express, A. C. T. & V. R. R. Howard st. station 12:30 pm

**THE NORTHERN OHIO TRACTION CO.**  
The A. B. & C. Route.  
Waiting Room, 217 Broadway.  
Cars leave Akron 5:30 a.m., every half hour, 6:30 a.m. until 1 p.m. and at 5, 9 and 10:30 p.m.  
Leave Cleveland 5 a.m., every half hour, 5:30 a.m. until 8 p.m. and at 9, 10 and 11:30 p.m.

**THE BEST RAILROAD**  
With the Best Trains Through the Best Country—Pullman Cars—Dining Cars.  
The Southern railway in connection with the Queen & Crescent Route, forms the great short-line highway from Louisville and Cincinnati to the principal points in Tennessee, Alabama, Georgia, Florida, Louisiana, North and South Carolina with direct steam connections for Havana, Cuba; Nassau, N. P.; Key West. Double daily trains with through sleepers. Only 34 hours to Jacksonville; 54 hours to Havana. All agents sell tickets via the Southern railway. Round-trip tickets to principal southern resorts. Ask your nearest ticket agents for rates and other information, or write to C. A. Baird, Trav. Pass' agent, Louisville, Ky., or W. W. Pass' agent, Chicago, Ill., or Wm. H. Taylor, assistant general passenger agent, Louisville, Ky.

**THE EMPIRE OF THE SOUTH.**  
Second Edition—A Beautifully Illustrated Book—Full of Important Information.  
The First Edition of the "Empire of the South" having been exhausted, a Second Edition is now ready for distribution. It is a handsome volume of about 200 pages descriptive of the South and its vast resources, beautifully illustrated, and regarded by the most complete production of its kind that has ever been published. Persons wishing to secure this work will please enclose to the undersigned 25 cents per copy, and postal note approximately the cost of delivery. Postage will be made in stamps or otherwise. Address all communications on this subject to W. A. TURK, General Passenger Agent, Southern Railway, Washington, D. C.

**Interesting Literature Regarding the South** is now being distributed by the Southern Railway—"Southern Homes" folders, large map folders, "Land of the Sky" booklets, "Southern Fields," "Minerals and Mines" books, etc., mailed free to any address. "The Empire of the South," a very handsome volume of about 200 pages, profusely illustrated, also issued by the Southern Railway and sent to any address upon receipt of 25 cents, which amount approximately cost of delivery. Address, WM. H. TAYLOR, Assistant General Passenger Agent, Southern Ry., Louisville, Ky.

**Summer Tourist Tickets**  
Via Great Lakes now on sale. For the complete and full information see C. D. Honold, Union depot, agent C. & C. S. N. Co., C. & B. line, Anchor line, Merchants' line, Northern Transit Co., Northern Steamship Co.

**\$1.50 to Wheeling and Return**  
Via C. T. & V. R. R. Sunday, Aug. 13. Special train leaves Howard st. 7:30 a.m., East Akron 7:40 a.m., returning leave Wheeling 7:00 p.m., Central time.

**\$3.00 Niagara Falls Return**  
Via Erie R. R. Aug. 16, at 8:44 p.m. No change of cars, tickets good five days with stop at Chautauque on return. Wait for the Erie!

**\$1.00 Columbus and Return.**  
Via C.A. & C. Sunday, Aug. 20. Train leaves Akron Union depot at 8:30 a. m., arrives Columbus 12 o'clock noon. Returning leaves Columbus 7 p.m. and 12:25 midnight. Parlor car seats 25c each way.

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## GEMS IN VERSE.

A Gray Mood.

As we hurry away to the end, my friend,  
Of this sad little farve called existence,  
We are sure that the future will bring one thing,  
And that is the grave in the distance.  
And so when our lives run along all wrong,  
And feeling seems sure or certain,  
We can comfort ourselves with the thought (or not)  
Of that specter behind the curtain.

I tell you, if I could go back the track  
To my life's morning hour,  
I would not go forth seeking name or fame  
Or that poor little called power.  
I would be like the sunlight and live to give,  
I would lend, but I would not borrow,  
For would I be blind and complain of pain,  
Forgetting the meaning of sorrow.

This world is a vaporous mist at best,  
Tossed off by the gods in laughter,  
And a cruel attempt at wit were it,  
If nothing better came after.  
It is reeking with hearts that ache and break,  
Which we ought to comfort and strengthen,  
As we hurry away to the end, my friend,  
And the shadows behind us lengthen.

—Ella Wheeler Wilcox.

**A Post Nuptial Ode.**  
We used to talk together in the twilight,  
He whispering tender words so sweet and low,  
As down the green lanes when the dew was falling,  
And through the woodlands where the birds were calling.

When we were thus hours so long ago,  
But now we move in purple gloaming  
Along the lanes, my love and I, ah, met  
The time has passed for long romantic roaming;  
He holds the lady while I'm getting too  
To be so long in getting too.

We used to sit, with lamp turned low, together  
And talk of love and its divine effects,  
When nights were long and wintry was the weather,  
For neither he than knighted with knightly feather,  
And I to him the love of my life.

Now, old when wintry winds howl round the gate,  
I'm married in smoke, he pores o'er gold and stocks,  
The olden days that were so long ago,  
The love of my life sits slumbering close.

Oh, when we met, with lamp turned low, together  
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I'm married in smoke, he pores o'er gold and stocks,  
The olden days that were so long ago,  
The love of my life sits slumbering close.

Oh, when we met, with lamp turned low, together  
And talk of love and its divine effects,  
When nights were long and wintry was the weather,  
For neither he than knighted with knightly feather,  
And I to him the love of my life.

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